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(Remarks: the original abstract has been marked up to show the amendment.)

ABSTRACT

A motor vehicle reverse assistance light comprises a housing, a base, a socket, a light emitting diode (LED) bulb cluster, and a lamp hood. The housing is an inverted U-shaped shell having a receptacle and a locating tab formed inside, a threaded sleeve at one end, and a stepped seating rim in the threaded sleeve. The base is a rectangular-shaped member having a rod and an arcuate groove formed on it. The socket has wire leads disposed on one end. The lamp hood is a screw-on tube with a transparent outer cover. The LED light emitting diode bulb cluster is set onto the socket, which is next inserted up to the stepped seating rim inside the threaded sleeve of the housing shell and the lamp hood is fastened onto the threaded sleeve. Finally, the wire leads of the socket are routed through the rod of the base and, furthermore, out from a base member. The rounded annular tip at the distal end of the rod is fitted (engaged) inside the receptacle such that it is rotatably conjoined to the housing shell and the locating tab within the housing shell is situated in the arcuate groove on the base member such that it is slidable therein. With the assembly of the motor vehicle reverse assistance light of the present invention completed, it can be installed on the two rear fenders, the upper extent of the fenders, or a point near the chassis of a motor vehicle to thereby furnish illumination during backing up or tire changes and tire pressure replenishing. As positioned on the base, the housing is freely rotatable to the left and right from 0-90 degrees to adjust the direction of illumination.